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February 1990

Railway

railways and

Union Pacific's Mike Walsh:

Steering a bold course for the '90s

Light rail as an urban planning tool

Why IC is single-tracking its main line

Transit signaling: Sizing the system to the need

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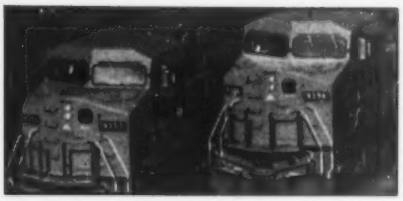
Railway Age

...for the new age of railways and rail transit

Features



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INSIDE

What's that again, Mr. Skinner?

LUTHER S. MILLER

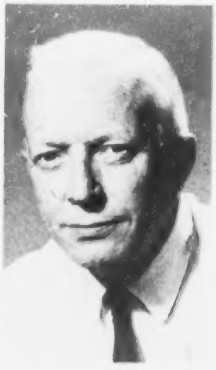
Not for many years have we seen in the high councils of government such an ardent and articulate champion of railroads as Gilbert E. Carmichael, the Federal Railroad Administrator. Mr. Carmichael wants to see more freight move by rail and less by highway, because he believes such a course would salubriously affect the economy, the ecology, and energy conservation. Indeed, he has been so outspoken on this subject that he has stirred considerable wrath among highway lobbyists, and even some concern among railroad lobbyists, who fear that too much pro-railroad sentiment at the U.S. DOT could have a backlash effect at law-making time. Actually, there appears to be little reason for worry on this score: Mr. Carmichael's boss, DOT Secretary Samuel K. Skinner, has seemed to go out of his way to avoid mentioning railroads, either favorably or unfavorably, a snub that was evident most recently at the DOT-sponsored TransExpo, as Bob Lewis notes in his Perspective column (p. 58). When Mr. Skinner did mention railroads in his TransExpo speech, it was to salute them for their "leadership and capability to find innovative systems" as demonstrated by "maglev and high-speed rail." Was he perhaps talking about Japan, France, or Germany?

Mr. Carmichael made some rather more accurate, and sobering, comments on the U.S. passenger scene:

"We began this century with pretty high speed railroads," he said. "A human being could move around this country in 1901 at about 60, 80, and 100 mph by rail. . . .With all the highway systems and all the automobiles we have right now, the average speed is about 40 mph. Isn't that something: We started this century with an average speed of 80 or 90 mph and now with a greatly expanded transportation system we're moving at 40 mph."

While sharing Mr. Carmichael's melancholy sentiments we must point out (as we in fact do in each issue of this magazine, in our transit section) that there's more to passenger railroading than speeding bullet trains and floating maglevs. Amtrak is thriving, though at low speed; and commuter, rapid transit, and light rail systems are prospering and expanding. The latest evidence of this is summarized in the Light Rail Planner's Guide which occupies the center position in this issue.

David P. Morgan, 1927-1990



There are railfans, and there are fans of railroading. David P. Morgan happened to be both. During his 39 years at *Trains* magazine, he wrote with style and feeling about those things in our industry's history which so preoccupy the train buff; he also wrote incisively and with uncompromising integrity about the successes and failures of contemporary railroading as he saw it. Dave Morgan died Jan. 10 of complications resulting from emphysema, mourned by all who admire what he accomplished at *Trains*—indeed, by all who love trains.

Railway Age
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Capital Expenditures

Canadian National: Has budgeted $340 million (Canadian) for capital improvements in 1990. About half will be spent on maintenance and renewal of the core rail network; the remainder is earmarked for new equipment and such technical developments as the introduction of cabooseless trains and continuation of work on an Advanced Train Control System. CN is acquiring 90 new locomotives (30 for intermodal service in the East and 60 for service in the West) costing a total of $180 million, and is taking delivery of 100 new intermodal cars valued at nearly $30 million; these will be capable of carrying either trailers or double-stacked containers.

Equipment

Amtrak: Is seeking technical proposals, to be followed by cost proposals, for a new equipment fleet. An initial order for 50 cars is planned, with options for 166 more cars over a five-year-period.

Chicago Transit Authority: Awarded a $208 million contract to Morrison Knudsen for the supply of 256 rapid transit cars. Morrison Knudsen had earlier announced that it was the apparent low bidder, at $190 million, to supply 232 cars to CTA (*RA*, Dec. 1989, p. 12). The contract that was awarded last month included exercised options. Further contract options could increase the total order to 374 cars valued at $311 million. MK, now the only U.S.-owned corporation which builds transit cars in the U.S., will manufacture the Chicago cars at its Hornell, N.Y., plant.

Kansas City Southern: Ordered 12 six-axle, 3,800-hp SD60 diesel-electric units from the GM Locomotive Group. The Electro-Motive Division units will be assembled in Canada and are scheduled for fourth-quarter delivery. KCS has been taking delivery on 10 SD60s ordered earlier, the first new locomotives acquired by the railroad since 1981.

Metra: Will seek proposals for the supply of 200 or more gallery-type commuter cars. Financing will be made possible by a special state gasoline tax that is expected to add about $500 million over the next five years to the capital improvement funds of the Chicago-area commuter railroad agency.

Facilities

Conrail: Placed an order with DSL Dynamic Sciences Limited of Montreal for supply and installation of a Modular Locomotive Simulator. The simulator will be customized for Conrail to include all existing locomotive cab equipment and safety devices and their operating characteristics. It will be installed at Conway, Pa., where it will be used for training locomotive engineers.

Revenue freight carloadings

Commodity	Jan. 13 week	Jan. 6 week	Dec. 30 week	Dec. 23 week
Grain	33,364	29,961	24,789	28,091
Other farm products	2,508	2,776	1,640	2,174
Metallic ores	16,646	16,302	17,423	19,771
Coal	129,624	111,646	79,620	102,072
Crushed stone, gravel and sand	11,796	9,932	6,568	7,829
Nonmetallic minerals	8,662	7,248	5,990	9,176
Grain mill products	10,248	9,275	8,386	9,860
Food and kindred products	9,158	7,964	6,421	8,729
Primary forest products	9,529	8,111	5,604	7,996
Lumber and wood products	5,801	5,204	4,778	6,334
Pulp, paper and allied products	10,837	11,013	9,765	9,657
Chemicals and allied products	27,677	25,515	21,115	26,584
Petroleum products	5,269	4,458	3,733	5,078
Stone, clay and glass products	8,861	7,669	6,125	7,198
Coke	5,661	5,463	5,411	5,127
Metals and products	9,294	8,287	7,150	8,041
Motor vehicles and equipment	10,087	7,279	6,201	14,864
Waste and scrap materials	8,296	6,065	4,610	6,840
All other carloads	6,134	4,966	3,909	5,636
Total Cars Loaded	**329,454**	**289,134**	**229,238**	**291,057**
% change from previous year	(4.6)	(1.1)	(10.7)	(12.5)

		% change
Cumulative totals: 52 weeks (1989)	17,260,811	(1.7)
2 weeks (1990)	618,588	(3.0)

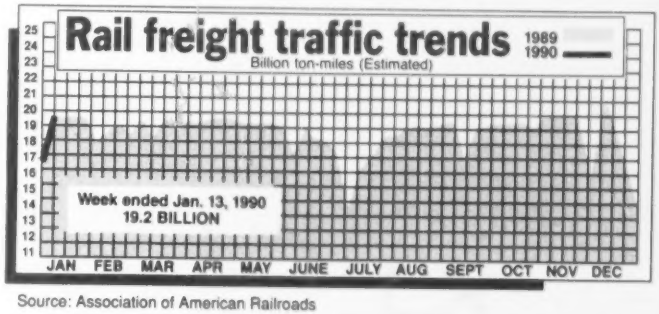
Estimated revenue ton-miles (billions)	19.2	16.7	13.1	16.7
% change from previous year	(3.5)	(.6)	(9.7)	(12.6)

Total:		% change
52 weeks (1989)	1,003.3	.3
2 weeks (1990)	35.9	(1.4)

Intermodal traffic

	Jan. 13	Jan. 6	Dec. 30	Dec. 23
Trailers	63,091	48,474	46,854	65,224
Containers	51,653	43,245	38,802	46,997
Total	**114,654**	**91,719**	**85,656**	**112,221**
% change from previous year	4.0	6.2	(2.0)	(.7)

		% change
Cumulative total: 52 weeks (1989)	5,949,098	2.9
2 weeks (1990)	206,373	5.0



Source: Association of American Railroads

For the record

In the "Passenger-car market at a glance" listing which appeared on p. 33 of the January 1990 issue, two lines of type were inadvertently transposed, rendering the Toronto and Vancouver entries under "The five year (1991-1995) outlook" inaccurate. The correct figures: Toronto (TTC) over that period plans to order 0-25 light rail cars and 0-208 rapid transit cars; Vancouver (BC Transit) plans to order 10-20 light rail cars.